CHAPTER NINE

SESEF

901. SHIPBOARD ELECTRONICS SYSTEMS EVALUATION FACILITY OPERATIONS AND PROCEDURES (SESEF)

a. SESEF General - The SESEF facility is a land based test facility with a mission to provide electromagnetic system test and evaluation services to afloat and shore commands for the development of new and upgraded systems, to validate system performance following new construction and overhaul, and to provide real-time assessment of material readiness in an operational environment. Located at Naval Station, Mayport the SESEF facility is equipped with a full array of communication and EM spectrum emitter evaluation equipment used in conjunction with operations conducted by Fleet units either while in-port at Naval Station, Mayport, while transiting to/from sea, or while maneuvering in the SESEF At-sea Range. The SESEF At-sea Range is located at the extreme southwestern portion of Warning Area W-158F. An eastern-most utilization boundary is somewhat limited by line-of-sight from the facility (approximately 15 NM from the Mayport jetty shore); range operations will extend to the west into W-158E.

b. SESEF Testing Capabilities – SESEF provides two distinct types of services as follows:

(1) Quicklook Tests require no prior scheduling, no specific ship maneuvering, and minimal test time, and are provided for:

(a) Communication Systems Analysis (HF, VHF, UHF)

(b) IFF Systems Evaluation (Mode 1, 2, 3, 4, C)

(c) TACAN Operational Check

(d) EW (ECM Evaluation, ESM Bearing Accuracy)

(e) LINK 11 Evaluation (Active, Passive)

(f) LINK 4A/AIC Emulation

(g) Gunfire Radar Beacon Acquisition (RBA)

(2) Dedicated Tests require advanced scheduling, specific ship geometry's, and longer dedicated test periods, and are provided for:

(a) Antenna Radiation Patterns (Communication, Radar, IFF)

(b) AN/ULM-4 Upgrade

(c) TACAN Certification

(d) Outboard/Combat DF Calibration

(e) ESM Receive Bearing Exercise

c. SESEF Range Dimensions - Geographic boundaries for the SESEF At-sea Range are established on a non-exclusive use basis via coordination with the SESEF Facility. Notification to the ship's home squadron and squadron notification to FACSFACJAX is also recommended. Generally, the utilization boundary of the range will be determined when scheduling tests with SESEF and will be based on the type of dedicated test to be performed. Geographically, there are two intersecting circular areas (rings) which will be utilized to perform dedicated SESEF tests. They are denoted as the Eastern Ring and Western Ring, as follows:

(1) The Eastern Ring will be used as a loiter area for tests, which do not require more specific ship maneuvering geometry other than a quantifiable bearing and distance "window", referenced to the SESEF facility. The Eastern Ring contains the Western Ring's center at its western-most boundary, and exists primarily at the extreme SW edge of W-158F. Most ships maneuvering will originate at this ring's center point and will be directed to the east or west as required. The center of the Eastern Ring is located at 3020N/8110W, with an approximate radius of 2.6 NM.

(2) The Western Ring will be further defined to contain a specific reference point for tests requiring specific ship

maneuvering geometry at the time of test conduct. The Western Ring contains the Eastern Ring's center at its eastern-most boundary. The Western Ring, due to line-of-site limitations, exists primarily within the center of W-158E. The center of the Western Ring is located at 3020N/8113W, with an approximate radius of 2.6 NM. Since use of the range may occur simultaneous with other shipping in transit, normal care must be taken to avoid other vessels while maneuvering on range. The geographic limits only apply to SESEF Dedicated tests; Quicklook tests will not (normally) encompass a scheduled use of the range as an exclusive requirement of the test.

d. SESEF Scheduling and Hours of Operation - Scheduling of SESEF services will depend upon which type of test evaluation is desired. Normal operating hours of the range are from 0700 - 1600 local Monday - Friday (except Government holidays). Test services desired for times other than normal operating hours, must be scheduled at least twenty-four (24) hours in advance by calling the SESEF Range Scheduling at commercial (904) 270-5753. A FAX line is also available at (904) 270-5754.

(1) Quicklook Tests. All SESEF quicklook testing may be scheduled directly with the SESEF Range via landline or radio communication at the time test services are desired. Advance notice is not required however, previous operational commitments will take precedence should schedule conflicts arise. SESEF monitors the following guard frequencies during normal operating hours:

(a) HF GUARD - 5745 KHZ

(b) UHF GUARD - 274.8 MHZ

(2) Dedicated Tests. All requests for SESEF dedicated testing must be received by the SESEF Range Scheduler at least twenty-four (24) hours in advance. Contact the SESEF Range via landline or via radio Guard frequencies noted above; additional details will be provided at that time. Additionally, it is the ship's responsibility to contact their applicable squadron with their test requirements for the purpose of squadron notification to FACSFACJAX, relative to use of the Warning Area. Depending on the type and nature of test services required, SESEF can also accommodate a limited number of test witnesses on-site if so

desired; prior receipt of security clearance is requested (may be required - contact SESEF via phone for instructions).

e. SESEF Procedures. SESEF Operation Procedures are detailed in the SESEF Concept of Operations Manual (SESEF, Mayport chapter), dated 1 March 1999. SESEF can provide some test procedure data and requirements at time of test schedule. For both Quicklook and Dedicated tests, the following range procedures apply:

(1) Check-in Contact SESEF via HF 5745 KHZ or UHF 274.8 MHZ.

(2) SESEF will direct requests for additional communication and frequency switching.

(3) SESEF will direct execution of testing and requests for maneuvering on range. Requests by SESEF for specific ship maneuvering and/or emitter radiation are made with respect to maintaining safety and area use restrictions. SESEF requests and directions do not override Commanding Officer and/or EMCON authority.

f. SESEF Testing Restrictions. All restrictions and general instructions pertaining to operation under FACSFACJAXINST 3000.1D (inclusive) take precedence over any SESEF function. Testing and evaluation performed by SESEF with any and all vessels will occur on a strict not-to-interfere basis with any and all other scheduled FACSFACJAX and NAVSTA, MAYPORT activities as described by this instruction. The following additional restrictions apply:

(1) HF/HERO Restrictions – SESEF, Mayport will not radiate HF while HERO restrictions are in effect for Naval Station, Mayport, in accordance with current instructions, which are subject to changing circumstances. Further information will be provided by SESEF at time of schedule request.

(2) LINK 11/4A FACSFACJAX Restrictions - SESEF testing over each data LINK is designed to occur on a specific frequency and on a non-interference basis with any data LINK operations currently in progress. However, current FACSFACJAX LINK check-in procedures apply. AIC Safety-of-Flight for AIC will not apply as all airborne traffic is simulated during testing.

(3) IFF - No special IFF codes are required for testing. IFF evaluations will utilize existing assigned codes.

(4) Maneuvering by Ship Under Test - Requests for execution of maneuvers and/or radiating emitters are not to be construed as overriding Commanding Officers and/or EMCON authority. Since use of the range may occur simultaneous with other ships in transit, normal care must be exercised by the test vessel maneuvering in the range to avoid other vessels in transit.

(5) ULM-4 Range Testing - During the course of ULM-4 Testing, other traffic or sea buoys may pose adverse impact on test execution or results. Patience and flexibility are appreciated.

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CHAPTER TEN

GENERAL SAFETY PRECAUTIONS

1001. General

a. Purpose. The purpose of safety precautions and range regulations is to prevent accidental personnel injury or property damage that might result, directly or indirectly, from any action of ships or aircraft training within the JAX/CHASN OPAREAS. These safety precautions and range regulations are not intended to conflict with, or reduce the full exercise by any command of responsibilities assigned by competent authority. In any situation, the Commanding Officer or senior aviator in the flight shall use his discretion to implement measures, which will achieve maximum safety.

b. Scope. This chapter sets forth the safety precautions and range regulations applicable to JAX/CHASN OPAREAS, targets and other areas assigned to FACSFACJAX. Those safety precautions and range regulations, which apply only to specific operating areas or targets, are included in appropriate chapters of this manual.

1002. Regulations Applicable to Both Air and Surface Units. The following safety precautions and range regulations are applicable to firing exercises being conducted by both air and surface units.

a. The expenditure of any ordnance in the JAX/CHASN operating area is strictly prohibited unless prior approval has been received from FACSFACJAX. Advance coordination is required (message or voice) to ensure that a Notice to Mariners (NOTMAR) is issued, as appropriate.

b. Clear Range. The operational commander conducting an exercise shall satisfy himself that the range is clear prior to beginning the exercise. Procedures to ensure a clear range may be established based on visual and/or radar surveillance. The Officer Conducting Exercise (OCE) shall take into consideration all applicable factors in arriving at his final decision, such as urgency of the mission, density of air and surface traffic, local visibility, distance offshore, type and expected reliability of

the ordnance and the availability, accuracy, reliability and completeness of radar coverage. When surveillance of the range is conducted partially or solely by radar, surface and/or airborne, commanders shall ensure that the radar is operated and monitored by well-trained and competent personnel. Regardless of what area surveillance method is used, there must be assurance that the RANGE IS CLEAR. Surface or air firing exercises shall be suspended at any time visual or radar warning indicates the presence of any vessel or aircraft within firing range.

c. Firing with Cloud Cover. No ordnance shall be expended through an overcast or over an undercast, or when there is more than 0.3 cloud coverage in the area, unless the criteria established in paragraph 432 of FXP 2 are met.

d. Weather minimums. The ceiling and visibility minimums required for dropping ordnance in R-2906 (Rodman), R-2907 (Lake George), and R-2910 (Pinecastle) are 1000 feet ceiling and 3 miles visibility within a five (5) mile circle of the target. Flight leaders are ultimately responsible for ceiling and visibility determinations and the safe conduct of all ordnance deliveries.

e. Firing Areas. Firing exercises are permitted only within the areas in W-133/W-134, W-157 and W-158 and land targets as previously scheduled by FACSFACJAX. Exercises must be conducted in such a manner as to ensure that units and fall of shot are within the area/target assigned.

1003. Additional Safety Precautions for Firing Exercises by Surface Units

a. General

(1) Responsibility. The Commanding Officer of each ship or unit is responsible for compliance with these safety precautions and range regulations.

(2) Lookouts. A sufficient number of qualified lookouts must be posted during all firing exercises.

(3) Observers. A fully qualified check sight safety observer must be stationed at each firing turret or mount.

(4) Sight Setters. Sights will be set continuously in elevation and deflection during all firing exercises.

(5) Display of Bravo Flag. The Bravo Flag must be displayed closed-up during all firing exercises.

(6) Cease Firing. All firing will be secured when cease fire orders are received from FACSFACJAX or competent authority or when the line of fire is endangering any object other than the designated target.

b. Surface Gunnery

(1) Clear Range. The range must be clear to the extreme range of the gun.

(2) Target Damage. Care should be taken to avoid unnecessary damage to surface targets.

(3) Safety Bearings. The safety bearings established by Section 210 of FXP 3(E) shall be observed.

(4) Communications. Surface to surface gunnery exercise involving a towed target, may only be conducted while two-way communications between the firing unit and towing unit are maintained.

c. Anti-Aircraft Gunnery

(1) No heavy AA firing (three (3)-inch or larger) shall be conducted when the projectile would pass closer than 1,000 yards to the towing or controlling planes or other non-target aircraft. (See Section 710, FXP 2).

(2) Communications. Anti-aircraft firing exercises involving a towed target or a target aircraft may be conducted only while two-way communications between the firing unit and the towing or control aircraft are maintained.

d. Undersea Warfare Exercises. No live depth charges or other live underwater ordnance shall be dropped for exercise purposes in depth of water less than 100 fathoms (except as authorized by COMSUBLANT).

e. Mine Exercises

(1) If visibility prohibits establishment of reference points for MINEX without leaving W-133 contact SEALORD for instructions. Ensure all ordnance drops fall within assigned OPAREA(s) and altitude limits.

(2) Conflicting air traffic exists near CHARLESTON, SC. All MINEX flights should check with scheduling agency for VR-1041, as listed in FLIP AP-1B.

1004. Additional Safety Precautions and Range Regulations for Air Units

a. General

(1) Responsibility. The responsibility for assurance of compliance with these safety precautions is vested in the Commanding Officer of each user’s squadron or unit.

(2) Visual Inspection. Pilots shall visually inspect ordnance equipment and armament loading prior to take-off.

(3) Ordnance Jettison. Live ordnance may be jettisoned "safe" in the target area. When feasible, ordnance should be jettisoned "safe" only in W-157 and W-158 East of eighty (80) degrees West Longitude. Ordnance drops in the Warning Area must be coordinated with SEALORD prior to expending any ordnance. These drops will normally be made in OPAREAS 17-18/L or 29-30/G-H. The pilot, upon approval, is responsible for area sanitation. Detailed instructions for hung ordnance at home field is contained in each respective air station’s Air Operations Manual. If ordnance must be jettisoned “safe” at the target, notify Pinecastle Target Control for spot and EOD consideration.

(4) Alternate Ordnance Drop. Alternate Ordnance Drop areas will be designated within the Jacksonville/Charleston operating areas. These are to facilitate the dropping of ordnance in a safe area should the burn index exceed a safe level or fires or other irregularities be observed in the target area. Units desiring to drop ordnance in an Alternate Ordnance Drop area must contact SEALORD for clearance and coordination. Upon approval the pilot is responsible for sanitation of the area prior to the dropping of the ordnance.

(5) Air Separation. Users shall be responsible for separation of their units from other air units, both military and civilian.

(6) Target Identification. Positive identification of the target by each participating pilot must be attained by making an identification pass over the intended target prior to dropping or firing ordnance. The only exceptions to this will be CV strikes and observed competitive exercises.

(7) Doubt as to Safety. When any doubt exists as to the safety of continued firing or bombing, any member of the flight so in doubt shall call "Foul Range." In the event of such a call, all firing or bombing shall cease until the doubt as to safety is removed.

(8) Runs on Submarines. Aircraft runs on friendly submarines are prohibited unless joint aircraft-submarine exercises are specifically scheduled.

(9) Clearance from Helicopters. Aircraft flying below 700 feet should maintain a minimum lateral clearance of at least one-half (.5) mile from all helicopters over water.

(10) Disturbance of Wildlife. When it is necessary to fly over known habitant of wild fowl, an altitude of at least 3,000 feet shall be maintained, conditions permitting. The indiscriminate firing at large fish, whales or any wildlife in the sea or on land is prohibited.

(11) Armament Switch. Aircraft shall not select master arm until cleared to drop by target control and not until the flight is within the confines of the target impact area.

(12) Reporting Danger to Life or Property. It is mandatory that a report be made as soon as possible to FACSFACJAX, by any pilot who:

(a) Drops a bomb or a drop tank, fires a gun, rocket or any other missile outside the limits of a regularly scheduled impact area.

(b) Upon return from flight, finds that he had

Bombs, rockets or any other missile which have been unaccountably expended.

(c) Considers that any ammunition he has expended or any flight maneuvers he has employed may have endangered the life or property of another person or who considers that such other person may reasonably believe that his life or property has been endangered.

(d) Discovers that any part of the aircraft has fallen off (TFOA) if the incident could have occurred in FACSFACJAX's area of responsibility.

b. Air-to-Air Gunnery Exercises

(1) Minimum Range from Shore. Minimum firing range from the shore line for air-to-air over-water gunnery at any altitude shall be ten (10) miles outbound and fifteen (15) miles inbound within the assigned air area.

(2) Armament Switch. The master armament switch will be in the “SAFE” position except, after proper clearance, for a live (HOT) run.

(3) Range Clear. The range will be clear before each firing run is started.

(4) Target Safety Cone. No firing may be done within fifteen (15) degree safety cone of the target or if the firing aircraft is below the level of the two plane.

(5) Break-a-ways. All breakaways shall be up and over the target line of flight. On losing sight of target, a break-away shall be executed immediately.

(6) Visibility. Pilots must maintain visual contact with the target and other aircraft in the formation and the flight path must permit safe breakaways at all times during a run.

c. Air-to-Surface Exercises

(1) Characteristics of Ordnance. Pilots will be fully cognizant of the safety precautions applicable to the ordnance

carried including the installed fuses.

(2) Populated Areas. Aircraft carrying service or practice ordnance shall avoid passing over ships or populated areas.

(3) Armament Switch. The master armament switch shall be in the "SAFE" position except, after proper clearance, for a live (HOT) run.

(4) Direction of Runs. All runs shall be made in the direction specified by the target observer, and no runs may be made at an angle of less than thirty (30) degrees with the course of a towed surface target. Directions of runs for land targets shall be made as specified elsewhere in this manual for specific targets.

(5) Computer Bombing. Computer dive bombing is permitted at all FACSFACJAX targets; however, initial check-out and calibration of aircraft computer bombing systems should be accomplished at the Pinecastle Target Range where spotting towers and personnel are further from the target.

d. Air-to-Air Exercise. Air-to-Air missiles may be expended within the offshore operating areas. Because of the varying characteristics of the missiles, varying safety precautions and attack methods must be used. Each mission must be specifically briefed, and the necessary safety precautions applied. Specifically, no missile shall be fired when there is any possibility that it will not fall in a safe area within the assigned operating area. No missile will be fired when there exists a possibility that it may be locked on anything other than the assigned target. When head-on runs are utilized, both the target and firing aircraft shall be under the positive control of an experienced radar controller.

e. LASER Operations. With the exception of Pinecastle Target within R-2910, no LASER operations are authorized within areas or routes managed by FACSFACJAX.

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CHAPTER ELEVEN

OTHER LAND TARGETS

1101. General. This section is intended to give information on other targets in the southeast United States controlled by other commands. These additional targets have provided means to train and evaluate pilots on an unfamiliar target, to expand incendiary ordnance not allowed on FACSFACJAX targets and to prosecute weapons evaluation programs.

1102. Scheduling. Targets may be scheduled either directly with the controlling activity or through FACSFACJAX. When practicable, request the targets directly. FACSFACJAX holds the target manuals of several other commands and the use of these manuals is encouraged.

1103. Targets

a. Avon Park Range Complex

(1) Applicable Instructions. All applicable instructions governing the use of Avon Park targets are available from the 6OSS MACDILL AFB FL//DO// COMM (813) 828-2902, DSN 968-2902

(2) Comments. Avon Park complex is located within R-2901 in central Florida approximately sixty (60) NM east of MACDILL AFB. The complex includes four (4) weapons ranges with a usable air strip for emergency landings.

(a) Alpha Complex 27-39-00N/081-16-00W. Air-to-Ground missile firing including Bullpup and Walleye (inert only) and night tactics.

(b) Bravo Complex 27-43-00N/081-17-00W. Training ordnance only.

(c) Charlie Complex 27-36-00N/081-12-00W. Training ordnance plus flares.

(d) Delta Complex. Training ordnance only plus One (1) NAPALM (water-sand filled dummies) target. Ordnance expended on Avon Park is limited to MK 24 flares, photo flash

cartridges and training ordnance-spotting charges. A Range Control Officer is required in the control tower during use.

b. Marquesas Keys Target Area. Applicable Instruction: reference (a).

c. Brant Island BT-9 (MACS Cherry Point, NC).

(1) Applicable Instruction: Air Station (Cherry Point) ORDER 3570.2 (series).

(2) Description. An unmanned target consisting of two (2) ship hulks (DD Class) positioned 90 FT to each other, stern to stern and grounded on Brant Island Shoals. The location is in R-5306A at 35-12-30N/076-26-40W.

(3) Scheduling. Contact Commanding General, Second MAW by letter or message by 0900 local, Monday, two (2) weeks prior to date of intended use.

(4) Type of Exercise. Conventional weapons and Bullpup.

(5) Ordnance Authorized. Strafing and explosive ordnance not to exceed 100 pounds of TNT equivalent, five (5)- inch rockets, and inert Bullpups.

(6) Hours of operation: Continuous.

d. Piney Island BT-11

(1) Applicable Instruction: Air Station (Cherry Point) ORDER 3570.2(series).

(2) Description. A multipurpose target complex designed for conventional and special weapons training consisting of five (5) separate targets. EW assets are available 0840-1640 local Monday - Thursday. Details may be obtained from the Naval Warfare Assessment Center Detachment (NWAC DET) at COMM (252) 466-4040, DSN 582-4040.

(a) Barge Target - conventional and special weapons.

(b) Strafing Target.

(c) 300 Foot Target - conventional weapons.

(d) 800 Foot Target - conventional weapons.

(e) Moving Target - conventional weapons.

This target complex is located within R-5306A and encompasses all of Piney Island and Point of Marsh Bay 24-59-00N/076-27-00W.

(3) Scheduling. Submit request to Commanding General, Second MAW by 0900 local Monday one week prior to the week of desired scheduling.

(4) Hours of Operation. Manned Monday through Friday, 0900-1700 local and as scheduled 1800-2300 local, except on holidays.

(5) Ordnance. See appropriate section of Air Station (Cherry Point) ORDER 3570.2 (series).

e. NAS Fallon, Nevada. Applicable Instruction: NASFINST 3752.1 (Series).

f. Virginia Capes, Virginia. Applicable Instruction: FACSFACJAXVACAPESINST 3120.1 (Series).

g. Townsend Air-To-Ground Weapons Range

(1) Range/Location. The Townsend Range is located forty-four (44) miles south of Savannah, Georgia, inland twenty (20) miles from the Atlantic Coast. It consists of 3882 acres of land leased from the Union Camp Pulpwood Company. Range terrain is flat, with a maximum elevation of twenty-one (21) feet. Ground cover is primarily pine forest broken by swamps.

(2) Scheduling

(a) Normal range hours are 0820-1520 local, Monday and Friday and 0820-1620 local, Tuesday through Thursday. All other times by NOTAM with at least twenty-four (24) hours notice, i.e. ORI's, ORE's, or special exercises.

(b) All Townsend Range requests will be forwarded by letter to the Georgia ANG, PFTS/DO, Savannah, MAP, P.O. Box 7299, Garden City, GA 31418 or by electronic message to ANG CRTC GARDEN CITY GA//DO//. A letter or message must be received at least fourteen (14) days prior to desired range period. Requests may be made by telephone with a letter/message follow-up. The range schedule is published weekly. Additional periods may be requested by telephone twenty-four (24) hours in advance to fill any open periods in the published schedule. The Georiga ANG will allocate all range periods on an equitable basis, giving priority to operational readiness inspections (ORI's), deployments, special exercises, etc., and retains final authority to resolve any scheduling conflicts that may occur.

(c) If a cancellation or change of scheduled range periods is necessary, notify Townsend Range Scheduling as soon as possible, but not later than one (1) hour prior to the scheduled time. These changes can be called in during the hours of 0730-1600 local, Monday through Friday, Comm (912) 963-3496/97, DSN 860-3496/97.

CHAPTER TWELVE

SPECIAL USE AIRSPACE REPORT

1201. General

a. Purpose. To establish procedures for recording and reporting usage data for the Restricted, Warning, Military Operating Areas (MOAs) and Military Training Routes (MTRs), which are scheduled and administered by FACSFACJAX.

b. Reference (b) requires that controlling authorities for training area/ranges and targets submit monthly reports documenting their usage. This data is required by CINCLANTFLT for developing and justifying, on a continuing basis, the five (5)-year development plan for training range instrumentation resources.

c. Reference (e) requires that all commands exercising controlling authority over Special Use Airspace (SUA) such as Restricted, Warning, MOAs and MTRs, submit quarterly reports documenting their usage. This data is required by the Chief of Naval Operations to justify the retention of such areas to the FAA, which is charged with the control and management of all United States airspace. In many cases desirable airspace is under the control of the military in the form of Warning, Restricted, or MOAs and MTRs. The retention of these areas has become a matter of paramount importance to military personnel of all services. It is imperative that detailed, comprehensive usage data be maintained to document the tempo of training operations in these areas.

1202. Action Required

a. Activities and reporting responsibilities are as follows:

ACTIVITY	AREA	REPORT REQUIRED
Director, Det Astor, FL and FACSFACJAX	Rodman Target Lake George Target Pinecastle Impact Target	Range Utilization Quarterly Summary

Naval Warfare Assessment Center, SE 56, BFT DET	Beaufort TACTS Range	Report of Special Use Airspace and Air Traffic Control Assigned Airspace
FACSFACJAX	W-132A/B W-133 W-134 W-157A/B/C W-158A/B/D/E/F W-159A/B a.	(stand-alone) Annual Usage
FACSFACJAX	R-2906 R-2907A/B R-2910 Gator 1 / 2 Mayport Palatka 1 / 2 Tailhook A - G	Annual MTR Usage
FACSFACJAX	IR-18 IR-19 IR-20, IR-32, IR-33 VR-1001 VR-1002 VR-1003 VR-1004 VR-1005 VR-1006 VR-1007 VR-1008 VR-1009 VR-1010 VR-1013 VR-1039	

- Maintain usage data on SUA and ATCAA from 01 October through 30 September, each year.

- Maintain usage data on MTRs from 01 January through 31 December, each year.

- Maintain usage reports at the command for 3 years (see FAR Part 73.19 and FAAH 7400.2).

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CHAPTER THIRTEEN

RESTRICTED AREA REPORT

1301. General. A major concern is the hazards involved in the high number of civilian aircraft flying through the Restricted Areas located in the Jacksonville area. To ensure prompt prosecution of pilots of these aircraft it is imperative that correct and factual information be provided by military flight crews, observing these intrusions into military airspace. In the past, the violation reports received have often been incomplete or in the wrong format and therefore unsuitable for use by the FAA for follow-up legal action. This situation is further complicated if the observing pilot has subsequently been deployed or transferred.

1302. Operating Near Other Aircraft. Although important to obtain pertinent information about intruding aircraft, reporting pilots must exercise extreme caution when attempting to identify offending aircraft in order not to be in violation of FAR 91.65, "Operating Near Other Aircraft", which is quoted for information: "No person may operate an aircraft so close to another aircraft as to create a collision hazard. No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation."

1303. Reporting Requirements. All personnel concerned shall make every effort to obtain accurate, complete information about each incident that involves a violation of restricted airspace. A report shall be submitted to FACSFACJAX, within 48 hours after each incident or as soon thereafter as feasible, containing as much of the following required information as practicable.

a. A pilot’s statement in first person format, stating the following:

(1) Aircraft registration number.

(2) Type aircraft, only if positive, otherwise wing configuration, number of engines, color, etc.

(3) Date, time, airspace violated, heading and altitude of intruding aircraft.

(4) A sectional aeronautical chart depicting the flight path of all aircraft concerned to provide a visual presentation of the incident.

b. Any additional observing pilot's statement, also in first person format, confirming the pilot's statement.

c. A statement from target personnel observing the incident, if applicable, including a map portrayal of aircraft tracks within the Restricted Area. This statement must also be in first person format.

1304. Interception Pattern For Identification of Transport Aircraft

a. Phase I: Intercepting aircraft approach intercepted aircraft from astern. Element leader reduces throttle and extends speed breaks. Wingman continues to the opposite side of the intercepted aircraft from the leader and climbs to 4000 feet above target aircraft altitude for the purpose of maintaining surveillance using economical power setting. Should weather ceiling not permit surveillance from this position, wingman will assume a position on either side of aircraft which will permit observation of both the aircraft and his element leader at a distance of 3,000 feet from the intercepted aircraft, if visibility permits. During surveillance, wingman will maintain position by S-turns rather than reducing speed with speed breaks. The desired position of the element leader is 1,000 feet abreast the aircraft at the aircraft's altitude. After speed and position are stabilized element proceeds with Phase II of the procedures.

b. Phase II: Wingman continues surveillance. Element leader begins gentle closure of aircraft at same level until no closer than absolutely necessary to obtain information needed. As flight leader gives identification information, wingman records information for mission report. Element leader uses every precaution to avoid startling intercepted aircrew or passengers, keeping in mind that maneuvers considered normal for a tactical aircraft may be considered hazardous to passengers and crews on non-fighter aircraft. Upon completion of identification, tactical aircraft withdraw from aircraft's vicinity as outlined in Phase III.

c. Phase III: Element leader breaks gently away from aircraft in shallow dive to pick up speed. Wingman stays well clear of intercepted aircraft and joins leader.

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CHAPTER FOURTEEN

SEARCH AND RESCUE (SAR)

1401. Local Mishap On-Scene Commander Procedures. Upon first knowledge of an aircraft or surface ship mishap, the receiving unit will notify Coast Guard Group, Mayport at (904) 247-7311 and SEALORD at Commercial (904) 542-2250, DSN 942-2250 or frequency 284.5 or 267.5. BRISTOL will notify surface ships in the JAXOA and request assistance if so needed. The first aircraft or ship on scene will become the SAR On-Scene Commander. It shall be that unit's responsibility to notify the SAR Commander that they are assuming SAR On-Scene Commander responsibilities before shifting to SAR common, 282.8 MHZ. The On–Scene Commander will be assigned a squawk (if so equipped) so that the controlling agency can monitor the unit's position while he is maintaining VFR (if aircraft) over the mishap site. The controlling agency will sterilize the airspace for approximately 5 NM around the scene of the mishap. The controlling agency will vector other aircraft to the mishap scene and will coordinate with the On-Scene Commander prior to allowing the aircraft to enter the sterilized area. All other aircraft and ships will remain clear of the SAR area and maintain proper circuit discipline unless help is specifically requested by the On-Scene Commander. These procedures will remain in effect until the SAR effort is concluded.

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CHAPTER FIFTEEN

MISSILE EXERCISE PROCEDURES

1501. General. These guidelines have been standardized to current Fleet training procedures. These procedures provide the best service and the most realistic missile firing environment consistent with safety and standardization.

1502. Background. While vital to Force combat readiness, every effort must be made to ensure that missile firings are carried out safely and achieve the maximum training benefit.

1503. Pre-MISSILEX Briefings. In order to ensure an adequate mutual understanding of firing procedures and requirements, a pre-MISSILEX briefing coordinated with FACSFACJAX and conducted by the OCE, shall be held. A FACSFACJAX representative, as well as representatives from all involved servicing and firing units, must attend. For air-to-air missile exercises this briefing must take place prior to crew preflight briefings and all participants in the missile shoot must be present **(NO EXCEPTIONS)**. Aircrew members and/or Controllers who have not attended the prescribed brief will not be permitted to participate in the MISSILEX event.

1504. Missile Exercise Procedures. Exercise procedures contained herein for air-to-air, surface-to-air, air-to-surface and surface-to-surface MISSILEXs are mandatory in all airspace and/or OPAREAS under the jurisdiction of FACSFACJAX and for missile exercises scheduled through FACSFACJAX. Missile exercises shall be conducted in compliance with the procedures and safety precautions contained in Chapter 10 and other pertinent instructions. In the absence of specific guidance on any matters of safety, the most prudent course of action shall be taken. Where safety matters or operating procedures require more precise definition, a clarification shall be requested from FACSFACJAX. The actual sequence for missile exercises may vary slightly to conform to specific operational conditions but must be detailed in the Letter of Instruction and the pre-MISSILEX briefing.

1505. Missile Target Simulation. The greatest training benefit will be derived from exercises when missile targets closely simulate expected enemy threats with respect to apparent target

size, speed, and profile. In order to achieve realism in missile exercise presentations, target profiles may be varied according to the user`s request within the performance and control characteristics of the target and the safety requirements of the range.

1506. Termination of Exercise. It is the responsibility of the OCE to use all available means to ensure the safety of all ships and aircraft in and around the exercise area. In those instances where information available to the OCE indicates that the exercise may not be continued safely, the OCE shall terminate the operation and advise the Range Control Officer (RCO) that the range is "fouled." The exercise may be resumed when the RCO again announces that the range is "green" and FACSFACJAX concurs, provided the range is still NOTMARed/NOTAMed.

1507. AQM/BQM Targets. In the JAX/CHASN OPAREA, units controlling the launching of targets will be under the direction of the Range Control Officer. The RCO shall ensure that the "range is green" prior to target launch.

1508. Scheduling and Coordination

a. General. Units desiring to conduct missile firing exercises in the JAX/CHASN OPAREA shall initiate a message to FACSFACJAX at least four (4) weeks prior to the desired event. Secondary range periods should be included in the initial request message.

b. Requests.

(1) Requests shall be submitted in accordance with paragraph 604.

(2) Amplifying notes should include:

(a) Secondary date and time may be requested for weather and fouled range contingencies only.

(b) Designated OCE.

(c) Type and number of missiles to be fired during exercise.

(d) Type and number of targets to be used.

c. Automatic Cancellation. In the event of primary MISSILEX date cancellation, the OCE must notify FACSFACJAX and all units concerned by message to activate the secondary Missilex period, otherwise the secondary MISSILEX period will be cancelled automatically.

d. Letter of Instruction (LOI). OCEs desiring to conduct missile exercises in the JAX/CHASN OPAREA will be required to provide FACSFACJAX, and all participating units, a detailed MISSILEX LOI at least two (2) weeks prior to the exercise date. The LOI shall include all procedures and requirements for the conduct of the exercise, including time frames of all associated events. The LOI shall be the guide for the pre-exercise briefing discussed in paragraph 1503. The LOI may be promulgated by any method; however, timeliness is paramount. The following is a list of items to be included in the LOI if applicable; it is not meant to be all-inclusive as each exercise is different and procedures/scenarios may vary with missile type and exercise objective. The purpose of the LOI is to present a clear picture of the MISSILEX events as they will occur. Failure to submit a detailed LOI will result in cancellation of the MISSILEX.

(1) General Information: This section should include OCE assignment, missile and target allocation information, dates, Zulu times, and areas.

(2) Scenario: The sequence of events and operational environment the exercise is attempting to simulate should be included.

(3) Objectives: Include all objectives expected to be achieved by the exercise.

(4) Coordination: All necessary coordination information must be detailed including the following:

(a) Target presentation desired.

(b) Surveillance aircraft stations and procedures.

(c) Missile firing procedures.

(d) Target recovery procedures if applicable.

(5) Communication/Navigation:

(a) TACAN channel and ID if available.

(b) Control, coordination, and safety frequencies.

(c) Unit(s) call sign(s), as appropriate.

(6) Safety:

(a) Range clearance requirements for missile/scenario involved.

(b) Missile hazard area/target hazard area.

(c) Missile destruct procedures and criteria.

(d) Launcher elevation.

(e) Other safety considerations.

(7) Remarks: Any other information the OCE desires to include.

e. MISSILEX Participants. The following are major participants when conducting MISSILEX events in the JAX/CHASN OPAREA. These participants must receive information copies of MISSILEX requests and LOIs and must be represented at the pre-MISSILEX briefing.

(1) OCE: Responsible for submitting MISSILEX requests to FACSFACJAX and for obtaining the necessary complex and safety observers. Responsible for establishing target requirements, and verifying target and exercise missile allocations. Also responsible for conducting face-to-face pre-MISSILEX briefing with all participating units, as well as promulgating necessary pre-exercise information required to fulfill FXP, NATOPS, and tactical manual requirements.

(2) FACSFACJAX: Responsible for scheduling the MISSILEX and for coordinating times, services, and OPAREA allocation.

Responsible for hosting pre-MISSILEX briefing when requested.

(3) COMNAVAIRLANT: Responsible for providing Link-11 capable surveillance aircraft E-2C/S3B. E-2C/S3B crew will attend pre-Missilex brief when feasible.

NOTE: FACSFACJAX preference is an E-2C.

(4) OTHERS: Units or organizations for launch or tow of targets.

f. Definition of Terms. The following terms are defined for clarity in describing missile firing procedures and range safety requirements.

(1) MISSILE/TARGET HAZARD AREA (MHA): Missile Hazard Area is an area on the surface of the earth and the airspace immediately above, originating at the launch point, within which ninety-eight (98) percent of the fired missiles, including BQM/AQM targets, TALDS (Tactical Air Launched Decoys)or their major fragments, will be contained (either as a result of maximum aerodynamic/ballistic capability or controlled flight termination). The MHA will vary according to the launch parameters and characteristics of the particular missile involved. The OCE will provide FACSFACJAX an up-to-date MHA for the desired missile and target requested in the LOI.

(2) AIR-TO-AIR/AIR-TO-SURFACE MISSILEX CODE WORDS:

(a) ABORT. Terminate this portion of the exercise. Turn missile power switches off and ensure switches are safe.

(b) ARMSTRONG, HOT TRIGGER. Pilot call to Safety Observer indicating that he has armed the missile.

(c) BREAK THE DRONE. Command from Safety Observer to Drone Controller to initiate maximum performance turn for drone preservation purposes.

(d) BOOLAH-BOOLAH. Target is destroyed.

(e) BUZZER. Firing aircraft has Sidewinder IR tone.

(f) CLEARED TO ARM. Firing aircraft is cleared to arm missiles. This does not constitute a clearance to fire.

(g) CLEARED TO FIRE. Firing aircrew is cleared to release briefed missile(s) when all pre-briefed parameters are met. Only the airborne Safety Observer may authorize a CLEARED TO FIRE or transmit the word FIRE.

(h) CONTACT. (With bearing and range). Radar contact on target or tow/launch aircraft.

(i) CONTINUE. Non-participating unit lies between the shooter and the range. GREEN RANGE will be issued when the MHA clears the non-participant.

(j) FOX-1=AIM-7 trigger squeeze, FOX-2=AIM-9 trigger squeeze, FOX-3=AIM-54/AIM120 trigger squeeze.

(k) HOTSHOT. Safety Observer call to ignite flare augmentation.

(l) HUNG MISSILE. Firing attempted but the missile has not left aircraft.

(m) JUDY. Intercept control assumed by firing aircraft.

(n) LIGHTS OUT. Firing aircraft turns radar power and CW power switches off to preclude AIM-7 guidance.

(o) OP-AWAY. Missile has left aircraft.

(p) INTERROGATIVE RANGE STATUS/SAY RANGE STATUS. Interrogative call from Safety Observer to RCO. Only the RCO may transmit the words GREEN RANGE.

(q) RENO. Range and bearing to target to confirm separation between tractor aircraft and target (Tractor aircraft must be steady inbound toward firing platform).

(r) ROGER, CLEARED. Firing aircrews acknowledgement of clearance to fire.

(s) SKIP-IT/KNOCK IT OFF. Break off intercept.

(t) SMOKE THE DRONE. Pilot/Safety Observer Call requesting smoke augmentation of BQM-74C target drone.

(u) LASER ON – Laser activated and tracking.

(v) LASER OFF – Laser De-activated.

(3) SURFACE-TO-AIR/SURFACE-TO-SURFACE MISSILE EXERCISE TERMINOLOGY. The following terms shall be used to the maximum extent possible in all surface-to-air missile firings conducted in JAX/CHASN operating areas:

(a) ABORT. Terminate this portion of the exercise. Turn missile power switches OFF / ensure switches are safe.

(b) BIRDS AFFIRM. Fire Control locked onto target.

(c) BIRDS AWAY. Missile has been launched.

(d) BREAK ENGAGE. Cease tracking the target. Do not fire at the target and, if firing has occurred, do not allow missiles in-flight to intercept the target.

(e) CEASE FIRE. Continue tracking the target. Do not fire at the target, but if firing has occurred, allow missiles in-flight to continue to the target.

(f) CLEARED TO FIRE. Cleared to expend ordnance.

(g) CONTACT (With range and bearing). Radar contact on target.

(h) HOLD FIRE. Emergency order. Cease firing at the specified target. Do not fire at the target. If firing has occurred, do not allow missiles in-flight to intercept the target.

(i) MARK DELTA. Initiate command destruct procedures to destroy missile in-flight.

(j) MARK INDIA. Missile intercept with target.

(k) RANGE STATUS/SAY RANGE STATUS. Interrogative call to RCO requesting current range condition in affect.

(l) RENO. Range and bearing to target to confirm separation between tractor aircraft and target. (Tractor aircraft must be steady inbound toward firing platform).

1509. Range Safety and Surveillance Responsibilities

a. CINCLANTFLT exercises overall cognizance regarding range operational procedures and safety criteria.

b. FACSFACJAX ensures that range supervision, communications, coordination, and surveillance of missile exercises are in compliance with range safety procedures and applicable directives in the warning areas.

c. The Officer Conducting the Exercise (OCE) is responsible for:

(1) Conducting missile firings in accordance with established range procedures and safety criteria.

(2) Firing missiles only after having received "Range is Green" from the RCO and FACSFACJAX has acknowledged green range.

(3) Ordering "Fouled Range", "Abort", or "Destruct" to the firing unit if any units, participating or non-participating, are endangered by continuation of the exercise.

(4) Ensuring no missiles are fired if a "Fouled Range" is transmitted by the RCO or any participating unit. The RCO must retransmit "Range is Green" and FACSFACJAX must acknowledge prior to continuation of the exercise.

d. The Range Control Officer (RCO) designated by the OCE is responsible for:

(1) Supervising range surveillance, utilizing airborne radar surveillance aircraft, shore based radar, available ship's radar, and visual surveillance.

(2) Providing clearance to launch aerial targets with FACSFACJAX concurrence.

(3) Informing OCE of range status, i.e. "Green", "Red", or “Fouled”.

(4) Establishing or changing the firing units' positions and the orientation of the missile hazard zone at the time of the firing.

(5) Supervising CAP control during air-to-air missile exercises.

(6) Ordering "Fouled Range" or “Destruct” procedures to be effective if any unit, participating or non-participating, is endangered by continuation of the exercise.

(7) Issuing appropriate "Warning Yellow" or "Warning Red" for surface-to-surface or surface-to-air MISSILEXs.

(8) Supervising control of helicopters or surface vessels used for target recovery.

e. The Commanding Officer of the firing unit or Aircraft Mission Commander is responsible for:

(1) Compliance with the applicable range safety and destruct criteria for the particular missile employed.

(2) Ensuring that the missile and all of the missile components will be contained within the missile hazard zone. The RCO must be notified if unable to comply with this requirement.

(3) As necessary, executing "Destruct" or "Hold Missiles" to preclude endangering any units, participating or non-participating.

(4) Following all directives of the Range Control Officer, OCE, FACSFACJAX and the Designated Safety Observer.

1510. Specific Range Safety Requirements

a. General. The following specific range safety requirements, are established for the JAX/CHASN OPAREA:

(1) Missile Destruct Systems: A destruct system, if incorporated in the design of the missile, shall be installed and

operative in all respects unless a waiver of the requirement is granted by CINCLANTFLT via the Commanding Officer of FACSFACJAX.

(2) Missile Launch Limitations: Missiles shall not be launched from a position or in a direction other than that which is in the LOI without clearance from FACSFACJAX.

(3) Aircraft Missile Launch Positions: Aircraft firing air-to-air missiles will be accurately positioned by radar to ensure that the missile/debris fallout is restricted to the assigned operating area.

(4) Area Activation Requirements: Under no circumstances will a missile firing exercise be conducted in an area or a range, which is not covered by appropriate NOTMARs. All missile firings are conducted under a controlled firing concept, which places the ultimate responsibility for range safety on the OCE.

1511. Range Safety Policy. General. Range safety policy is based on compliance with the following range safety criteria:

a. In-flight Missile Safety. The in-flight missile safety standards are set forth in the Pacific Missile Test Center Range Safety Operational Plan.

b. Area to be Cleared. The missile hazard zone must be clear of all ships and aircraft except the firing unit, other assigned exercise units, and the target(s) during missile flight.

c. Weather. Meteorological conditions at the time of firing must be in conformance with appropriate instructions.

1512. Surveillance Requirements. The following surveillance requirements apply to all missile exercises in the JAX/CHASN OPAREA:

a. Search Radars: The OCE is responsible for proper employment of search radars in the OPAREA to ensure full coverage of the MHA.

b. An airborne search radar is required to fulfill search requirements. If the airborne search radar fails, the MISSILEX will be canceled/postponed until the failure is corrected. One or two LINK capable S-3 aircraft greatly enhance range surveillance and surface sanitization.

c. Visual Search: A visual search of the MHA is also required. If weather conditions or lack of search units prevent or preclude a complete visual search of the MHA, the exercise is cancelled.

1513. Communications. MISSILEX participants must have continuous two-way communication with FACSFACJAX. Loss of direct communications results in cancellation/suspension of the MISSILEX.

1514. Firing Clearance

a. Clearance to conduct the MISSILEX event is received from FACSFACJAX. Missiles may be fired only after "Range is Green" is reported by the RCO, concurred with by FACSFACJAX, and firing clearance is granted by the OCE or Safety Observer as designated by the OCE.

b. Clearance from the OCE/Safety Observer is based upon the following:

(1) Satisfactory communications established with all units and FACSFACJAX.

(2) Area surveillance indicating negative air or surface contacts within the missile hazard zone.

(3) No known condition exists which would result in a safety hazard.

c. Missile Destruct. The OCE must be prepared to destroy missiles if there is reason to believe that the missile may cause a hazard to civil interests, participating forces, or to other aircraft and ships. The decision to destroy a missile is primarily the responsibility of the OCE. The RCO may direct destruction of a missile because of safety hazards, and such an order must be executed immediately.

1515. Waiver of Range Safety Criteria (RSC)

a. General. Normally, only operations, which meet all of the safety criteria specified for the particular missile to be fired will be scheduled. However, it is recognized that deviations from the prescribed criteria may be necessary if

mission objectives are to be achieved. Whenever a deviation from the established criteria is determined to be necessary, a formal request shall be submitted to CINCLANTFLT via the Commanding Officer of FACSFACJAX. The waiver request, together with supporting data for the waiver, must be submitted as early as practical to preclude missing the desired exercise date.

b. Supporting data for the waiver should include:

(1) A statement of the technical requirement which makes the waiver necessary.

(2) A study which analyzes the increase in risk which would result if the proposed waiver is granted.

(3) A statement of the affect on the program if the waiver is not granted.

1516. Missile Firing Exercises

a. General. Procedures in this section address the JAX OPAREA. The procedures herein are applicable to any MISSILEX under the cognizance of FACSFACJAX. Although Terrier, NATO Sea Sparrow, Harpoon, Tomahawk, Phoenix, AMRAAM, Sidewinder, Sea Sparrow, HARM and Maverick were considered, these procedures may not be all inclusive and are set forth to provide minimum requirements for range usage. The OCE must ensure appropriate guidance specific to the missile firing exercise requested as well as course rules and OPAREA procedures for the firing range concerned, are included in the LOI/Pre-ex and disseminated during the pre-MISSILEX/pre-flight briefings.

b. Procedures. The following are the procedures and rules to be used during all missile firings within the JAX OPAREA. Procedures specific to only one of the four types of missile firing exercises addressed in this section will be prefaced by **(A-A)** for Air-to-Air, **(A-S)** for Air-to-Surface, **(S-A)** for Surface-to-Air or **(S-S)** for Surface-to-Surface.

(1) Conduct of Exercise

(a) Frequencies:

	PRI/SEC
TM (Telemetry) Checks	As promulgated by the OCE
SEALORD Check in/out	267.5/284.5 MHZ
MISSILEX (UHF)	311.5/270.61 MHZ
FACSFACJAX Voice HF Net	3167.4 KHZ
LINK 11	As promulgated

(b) Range Surveillance: Range control and surveillance will be provided by the RCO utilizing an E-2, other aircraft assigned, participating units and Bristol.

(c) Unit Positioning: Units will be positioned in accordance with the LOI and modified as necessary by the RCO to meet the range safety requirements.

(d) OPAREA CAP Stations: Initial contact shall be established with SEALORD on 267.5 MHZ. When established in the warning area, participating A/C will be switched to the primary control frequency for RCO control and vectored to assigned CAP stations. The CAP station may be adjusted by the RCO if required.

(e) Target Specifications: Target specifications shall be provided by the OCE. They shall be addressed in the LOI/Pre-ex and discussed at the pre-MISSILEX Brief. Specific information concerning BQM-74E, AQM-37C, QST-33/35(SEPTAR), TRIMARAN and Improved Surface Towed Target is available from FLECOMPRONSIX in the following instructions:

BQM-74E	FLECOMPRONSIXINST 13145.1D series
AQM-37C	FLECOMPRONSIXINST 13145.4 series
QST-33	FLECOMPRONSIXINST 13145.2C series
QST-35C	FLECOMPRONSIXINST 13145.3C series
TRIMARAN	FLECOMPRONSIXINST 13145.3C series
ISTT	FLECOMPRONSIXINST 13145.3C series

Technical data concerning TALD/I-TALD is available in Mission Planning Documents that can be obtained from Brunswick Defense Corporation. Refer to appropriate TACMAN when Para-Flares are used as targets. Information for TDU and Towed Banners will be available from the contract service provider.

(f) **(A-A)/(A-S)** Safety Observers:

1 Primary and alternate safety observers shall be identified during the pre-MISSILEX briefing.

2 The safety observer must ensure that all safety parameters are met prior to missile firing. Only the OCE/safety observer may transmit "Cleared to Fire".

(g) Stationing Procedures:

1 Aircraft will be positioned at the CAP station by the RCO.

2 TDU tractor aircraft will position at the pre-briefed station and altitude by the RCO. Control of tractor aircraft for actual profiles will be passed to the OCE.

3 BQM-74E/AQM-37C/SEPTAR/TRIMARAN/ISTT targets will be controlled by VC-6 under the direction of the OCE assisted by the RCO.

(h) **(A-A)** Intercept and firing procedures: For BQM-74E target conservation purposes, radar guided missiles shall not be fired closer than 3.5 NM separation in the forward quarter and no missiles shall be fired closer than 1 NM in the stern quarter.

(i) **(A-S)/(S-S)** Harpoon/Tomahawk procedures in their entirety are beyond the scope of this manual. Consult the Pacific Missile Test Center A/R/UGM Harpoon/Tomahawk Missile Firing Guide for procedures. Advanced coordination with FACSFACJAX is required and a detailed draft LOI must be submitted prior to the pre-Missilex briefing.

(2) Safety: The following rules must be adhered to but do not preclude the application of safety standards required by additional guidance (e.g., NATOPS, SOMs, FXPs, NSTMs, Squadron Doctrine, etc.).

(a) Each participating unit must know the target profiles and receive confirmation from the RCO/OCE when the target has commenced the planned target presentation.

(b) No unit may fire missiles until “Range is Green” has been issued by the RCO and acknowledged by FACFACJAX and a "Cleared to Fire", has been issued by the OCE/safety observer.

(c) Each unit must maintain a sharp lookout for unauthorized surface and airborne targets and broadcast their positions, if sighted.

(d) Any participating unit may call “Range Fouled/ Abort" at any time. All missile systems shall immediately be safed.

(e) Loss of two-way communications will constitute an abort regardless of the circumstances.

(f) (A-A) The word "Fire" shall not be broadcast except when the OCE/safety observer transmits "Cleared to Fire".

(g) (A-A) AIM firings are prohibited when the tractor aircraft is within 60 degrees of the shooter's nose.

(h) (A-A) The AIM-9 tone shall not be checked during flight on another aircraft.

(i) (A-A) In the event of an unplanned or unsafe AIM-7 missile firing, any participant may call "Lights Off".

(j) In the event the Mission Commander is unable to participate, the missile shoot may proceed if a pre-briefed alternate Mission Commander is designated.

(k) (A-A)/(A-S) All safety precautions in appropriate NATOPS and tactical manuals shall be adhered to. The following applies to section firing:

1 No firing without positive location of wingman. Free fighter must be safe, engaging fighter is armed.

(l) (S-S)/(A-S) Harpoon or Tomahawk missiles shall not be fired in the FACSFACJAX OPAREA without an internal destruct system installed and a unit capable of enabling the destruct system on station.

(3) "Cleared to Fire" Requirements: The following conditions are the minimum requirements that must be met prior to the OCE/safety observer transmitting "Cleared to Fire."

(a) The RCO has issued a “Range is Green” and FACSFACJAX has acknowledged green range.

(b) No surface or air targets, except for participating aircraft, can be in or approaching the predicted MHA.

(c) For TDU tows, the tractor aircraft has passed “on-top” the firing unit prior to missile firing in Surface-to-Air environment or in Air-to-Air environment, the firing group is clear of the tow aircraft. This will be verified by visual contact with the tow aircraft.

(d) (A-A)/(A-S) The OCE has determined that the firing aircraft is making a safe attack on the correct target.

Any member of the exercise noting an unsafe condition shall call “Abort”.

(e) (S-A) Launch azimuth is within the assigned safe firing bearings.

(f) (A-A) For TDU tows, the firing aircraft has reported "Contact", "Reno" and "Judy." To ensure that the firing aircraft has locked on the target, the firing aircraft will transmit the range to the target every five (5) miles. Absence of a "Reno" call by the time the range has decreased to eight (8) miles is an abort.

(4) Training Requirements: Paucity of target assets and support personnel dictates adherence to the following requirements during the planning and conduct of the MISSILEX:

(a) The target will not be launched with less than 20/30 (A-A)/(S-A) minutes range time remaining.

(b) All agencies and units participating in the Missilex are represented at the pre-Missilex brief unless FACSFACJAX has issued a waiver.

(c) The OCE, RCO, flight leader or FACSFACJAX may terminated the exercise in the event of adverse weather.

(d) (A-A) A minimum of two (2) "full mission" capable aircraft are required before the target will be launched.

(e) (A-A) Aircrews must know the correct maneuvering missile envelopes for the MISSILEX being conducted and fire only within these parameters.

(f) (A-A) No single aircraft will be loaded with two conflicting TM packages.

(g) Aircraft may fire AIM-9 only when the pilot has visually acquired the flare (sunlamp), if so equipped, and a valid "Buzzer" is obtained.

c. BQM-74/TALD Target Procedures for Fighter Aircraft. (Radar acquisition and tracking capable)

(1) Firing aircraft will be vectored as a single or section by the RCO with the Safety observer in company. Section firing is authorized when circumstances dictate. The aircraft designated prior to acceptance of the initial vector will be the only firing aircraft. The Safety observer shall fly in close proximity, but well clear of the firing aircraft and his wingman. The wingman shall remain clear of the firing aircraft, in close proximity astern. The Safety observer will retain his responsibilities throughout the run and will not assume the lead for firing purposes.

(2) The initial vectors will be provided by the RCO; however, the firing aircraft is responsible for generating displacement and proper positioning at launch point.

(3) The firing aircraft shall report all contacts, "Judy" with velocity, and transmit directive commentary for all maneuvers.

(4) The RCO will transmit "Range is Green" when there are no known airborne or surface targets within the predicted MHA.

(5) The safety observer shall transmit "Cleared to Arm" if he concurs with the "Range is Green" call, FACSFACJAX has acknowledged green range and if the intercept is progressing safely. Aircraft will be on a heading away from land prior to issuing "Cleared to Arm."

(6) Firing aircraft shall acknowledge "Modex, Cleared to Arm."

(7) The safety observer shall transmit "Cleared to Fire", when he is satisfied that:

(a) The range is clear.

(b) The firing aircraft has the proper target.

(c) All firing parameters are met.

"Cleared to Fire" constitutes clearance for both "Fox One" and "Fox Two" on the target.

(8) The shooter shall acknowledge "Modex, Roger, Cleared."

(9) The pilot of the firing aircraft calls "Fox One" at trigger squeeze and "Op Away" at missile launch or "Hung Missile" if the missile does not launch.

(a) At "Fox One" or 4 NM range to go, whichever occurs first, the target will be turned to a designated heading and if "Fox Two" is intended, smoke augmentation will be selected to aid visual acquisition of the drone.

(b) Upon visual acquisition, the firing aircraft shall call "Tally-Ho" and "Hotshot" which is the command to ignite flare augmentation of the BQM if so equipped. "Hotshot" will not be called prior to "Tally-Ho."

(c) Upon sighting the flare, the firing aircraft shall call "Sunlamp." When receiving an IR tone, the firing aircraft transmits, "Buzzer, Turn the Drone." When the drone is observed turning, the firing aircraft is automatically cleared to

fire. Sidewinders shall not be fired until these calls are made. Aircraft shall call "Fox Two" at trigger squeeze and "Op Away" at missile launch or "Hung Missile" if missile does not launch.

(10) Upon completion of missile firing, the Mission Commander shall ensure that the firing aircraft acknowledges "Switches Safe". The RCO will vector the section to CAP station for the next intercept, or clear the range if the evolution is complete.

d. Towed Target Procedures for Fighter Aircraft. (Radar acquisition and tracking capable).

(1) Firing aircraft will be vectored singularly by the RCO with the Mission Commander accompanying. Section firing is not authorized. The Mission Commander will retain his responsibilities throughout the run and will not assume the lead for firing purposes.

(2) The designated shooter is responsible for generating his own displacement and positioning for "Fox One." Intercepts should be planned to generate not less than a 160 degree TCA at "Fox One."

(3) The TDU target will normally be streamed approximately 28,000 FT behind and 2,000 FT below the tow aircraft.

(4) The RCO will initially provide shooters with bearing and range to the tractor aircraft.

(5) The firing aircraft shall make standard contact transmissions on UHF until contact with the tractor aircraft is confirmed. The firing aircraft shall search for the target approximately 4.5 miles behind the tractor. The RCO will give ranges and bearings to the TDU after radar contact with the tractor is confirmed. The firing aircraft shall call "Reno" when he has both the target and the tractor on radar. The firing aircraft may call "Judy" with range, only after calling "Reno." Lock-on to the TDU shall not be made prior to "Reno."

(6) After "Reno", the OCE shall transmit "Cleared to Arm." When the following parameters are met, the OCE shall transmit "Cleared to Fire."

(a) "Range is Green" (Called only by the RCO).

(b) "Reno" Prior to 8 NM (Called by firing aircraft).

(c) "Judy" (Called by firing aircraft).

(d) Mission Commander has determined visually that the firing aircraft has passed the tractor.

(e) The firing aircraft shall acknowledge "Modex, Roger, Cleared."

(f) The firing pilot shall call "Fox One" at trigger squeeze and "Op Away" at missile launch or "Hung" missile if missile does not launch. After firing or hung missile, the firing pilot shall call "Switches Safe."

STANDARD LETTER OF INSTRUCTION (LOI) FOR MISSILEXES CONDUCTED IN FACSFACJAX OPAREA

The following standard requirements for an LOI shall be in message or letter format. All items listed in paragraph III shall be filled in (enter N/A where appropriate).

I. MESSAGE HEADER FORMAT:

FM: (UNIT DESIRING Missilex)

TO: FACSFAC JACKSONVILLE FL//30//
(ALL PARTICIPANTS OF THE EXERCISE)
INFO: AS APPROPRIATE

BT
(CLASSIFICATION)//N03120//

SUBJ: MISSILEX LETTER OF INSTRUCTION (LOI) (U)

A. CINCLANTFLT 3120.26 (Series)
B. FACSFACJAXINST 3000.1D (Series)
C. (OTHERS AS APPROPRIATE)
Copy to: (ALL PARTICIPANTS OF THE EXERCISE)

II. LETTER HEADER FORMAT:

(CLASSIFICATION)

From: Commanding Officer, (UNIT NAME)
To: Commanding Officer, Fleet Area Control and Surveillance Facility, Jacksonville, FL

Subj: (UNIT NAME) MISSILE FIRING EXERCISE LETTER OF INSTRUCTION

Ref: (a) CINCLANTFLTINST 3120.26 (Series)
(b) FACSFACJAXINST 3000.1 (Series)
(c) (OTHERS AS APPROPRIATE)

Copy to: (All participants of the exercise)

III. MESSAGE/LETTER BODY FORMAT:

1. IAW refs A and B, following LOI submitted:

A. OCE (be specific)

B. PURPOSE OF THE EXERCISE.

C. OBJECTIVE OF THE EXERCISE. (To provide aircrew; To successfully exercise; To provide maintenance personnel; etc.)

D. REQUIREMENTS: (as appropriate)

(1) Missiles(s). (number and type, provide serial numbers if telemetry requires them)

(2) Target(s).

(3) Areas designated in FACSFACJAX OPSKED.

(4) Area surveillance provided by (squadron).

(5) Date/time (ZULU) of primary (Primary/Secondary).

(6) Weather. (ceiling and visibility required, sea state as appropriate).

(7) Safety Observer. (as appropriate)

(8) Event number: (from FACSFACJAX OPSKED or TBA if LOI promulgated before OPSKED)

(9) Missile Profiles (Altitude, Speed, etc.), Target Profiles (Altitude, Speed, etc.)

(10) Missile Hazard Pattern(s): (Back range, down range, total cross range. (Consult FACSFACJAXINST 3000.1 (Series)

(11) Target Hazard Pattern: (as appropriate)

(12) Aircrew Assignments: (air-to-air, air-to-ground)

(13) Frequencies: (contact FACSFACJAX at 942-2553 for frequencies)

(14) Participant call signs (daily changing call signs where appropriate)

E. Schedule of Events (order of shooters, profiles, etc.)

F. Exercise Procedures (as appropriate)

G. Missile/target set-up/aspect (as required by FXP, SELEX, ORI, etc.)

H. Missile Firing Procedures. (as appropriate)

I. Abort Criteria.

J. Hung Missile (air-to-air, air-to-ground)/Misfire (surface-to-air, surface-to-surface) Procedures. (as appropriate)

K. Shooter Safety Precautions. (as appropriate)

L. Missilex Terminology. (see Chapter 15)

M. RCO: FACSFAC JACKSONVILLE (Primary)
_____ (Back-up)

N. Miscellaneous. (as appropriate)

O. FACSFAC JACKSONVILLE Safety Requirements: (include following as appropriate):

(1) Two-way communications – all players

(2) FACSFACJAX and the air surveillance unit shall call GREEN RANGE when the missile/target hazard pattern is free of all contacts as reported by the air surveillance unit. The words GREEN RANGE shall only be used by the Range Control Officer. The OCE/Safety Observer may request the status of the range with the interrogative transmission, “RANGE STATUS”. It shall be answered by FACSFACJAX personnel with either GREEN RANGE, RED RANGE or CONTINUE. All participants are required to call RED RANGE if they observe an unsafe situation.

(3) LINK-11 capable surveillance units shall establish a link with FACSFACJAX. In the event LINK-11 is not available, a surface SITREP shall be provided at least every 15 minutes, and just prior to commencing the exercise.

(4) Target launch procedures shall be in accordance with cognizant SOP. Target shall not be launched without permission of FACSFACJAX.

(5) FACSFACJAX and the air surveillance unit shall determine missile/target hazard area to be protected.

(6) FACSFACJAX and the air surveillance unit shall determine safe launch point off Oceana TACAN and determine safe launch headings from the launch point. (Jacksonville TACAN CH to be used as back-up NAVAID)

(7) The words CLEARED TO ARM/CLEARED TO FIRE shall only be used by the OCE/Safety Observer.

(8) For Air-to-Air missile exercises conducted in JAX OPAREA, the entire missile hazard pattern shall lie two nautical miles inside the assigned exercise area.

P. Action addressees acknowledged receipt of this LOI.

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CHAPTER SIXTEEN

HELICOPTER PROCEDURES

1601. General

a. Helicopters shall be flown at or above 500 feet AGL, except when:

(1) Maneuvering to land at, or after departure from, an approved landing area.

(2) Cloud clearance requires a lower altitude.

(3) Operating within an authorized training area.

(4) An emergency exists.

(5) Otherwise authorized by appropriate controlling agency.

NOTE: IT IS IMPERATIVE THAT HELICOPTERS MAINTAIN 500 FEET AGL WHILE OPERATING OVER, OR IN IMMEDIATE PROXIMITY TO, ANY RESIDENTIAL AREA; IN PARTICULAR, THOSE SITUATED ON THE EAST BANK OF THE ST. JOHNS RIVER.

b. Helicopters shall display all aircraft lights when operating in Class "D" airspace.

1602. Local Flight

a. When conducting local flight operations outside Class "D" Airspace, Restricted Areas, Warning Areas, all helicopters operating at or above 1,200 feet shall contact the appropriate tower or Jacksonville Approach Control for VFR Radar Advisory Services.

b. Helicopters shall avoid routes which are coincidental with designated VFR Low Level Training Routes (VRs) and should exercise extreme caution when crossing or operating in close proximity to such routes. Refer to FLIP, Area Planning, Military Training Routes (AP/1B) for precise data on such routes in the local area.

c. Helicopter operations at OLF Whitehouse are authorized provided prior approval is received from NAS Jacksonville Operations Duty Officer, (commercial 904-542-2511/Base Ops Frequency 310.2) and weather minimums are at least 1000 feet/3 miles. Special VFR operations are not authorized. If weather decreases to less than 1000/3 while operating at OLF Whitehouse an IFR departure will be used for return to NAS Jacksonville.

1603. Helicopter Routes. The routes described below have been established for helicopter operations within the Jacksonville area. They have been carefully designed to avoid known obstructions, population concentrations, and Class "D" airspace. They also comply with minimum noise abatements and environmental impact criteria and have been coordinated with the FAA, Army, Air National Guard, and other agencies. The routes are VFR, though special VFR may be authorized within Class "D" airspace. The altitudes along these routes shall be 500 feet AGL under VFR conditions. Under special VFR conditions the highest safe, legal altitude shall be maintained. Minor deviations of two (2) to three (3) NM either side of track are authorized at pilot's discretion. Flights in the local area which deviate from these published routes shall be held to an absolute minimum and be for actual SAR or other bona fide purposes.

a. MAYPORT ONE (NIP TO NRB). Depart NAS Jacksonville and proceed southeast to the east end of the Buckman Bridge, arriving at 500 feet AGL prior to crossing the east bank of the St. Johns River. Continue east along I-295 until clear of the NIP Class "D" airspace. This can be visually referenced at the junction of Old St. Augustine Road. and I-295. Turn northeast and track 065 climbing to 1000 feet MSL (weather permitting) until crossing J. Turner Butler (JTB) Boulevard. Deviate north to pass northwest of the Mayo Clinic, descending to 500 feet AGL by the Intercoastal Waterway. Proceed north along the waterway and obtain clearance to enter the NRB Class "D" airspace by reporting "Drawbridge, inbound" at the Beach Boulevard Bridge.

b. JAX ONE (NRB TO NIP). Depart NAS Mayport climbing to 500 feet AGL and proceed east through the jetties until one mile from the beach and then turn south to parallel the shoreline. Call when clear of the Class "D" airspace, climb to 1000 feet MSL and turn to track 225 to fly directly over the JTB Boulevard Bridge, remaining southeast of the Mayo Clinic. Crossing the JTB Bridge

turn and track 240 to arrive over Julington Creek. Descend to 500 feet AGL and report "Julington Creek inbound" to NAS Jacksonville tower. Turn to the west and fly to the center of the St. Johns River and then proceed to the center span of the Buckman Bridge and then comply with the tower's instructions for pattern entry.

c. MAYPORT ONE ALPHA (NIP TO WARNING AREA). Depart NAS Jacksonville and proceed southeast to the east-end of the Buckman Bridge, arriving at 500 feet AGL prior to crossing the east bank of the St. Johns River. Continue east along I-295 until clear of the NIP Class "D" airspace. This can be visually referenced at the junction of Old St. Augustine Road and I-295. Continue east along I-295 to the intersection of I-295 and I-95 and then begin to track 090. Begin to climb to 1000 feet MSL after crossing US-1, avoiding the trailer park on the eastern side of US-1. Continue tracking 090 until entering the Warning Area. Contact with Mayport Radar is mandatory prior to entering W158E/F. Contact with FACSFACJAX (call sign "SEALORD") is mandatory prior to entering other offshore Warning Areas.

d. JAX ONE ALPHA (WARNING AREA TO NIP). Report departing the Warning Area to Mayport Radar and proceed directly to the NRB 163/14 at 1000 feet MSL. Report "Feet Dry", and turn to track 270 to arrive at the Julington Creek Bridge. A decent to 500 feet AGL may be made at any time once west of the Inter Coastal Waterway. Report "Julington Creek Inbound" to NAS Jacksonville Tower. Continue west and fly to the center of the St. Johns River then proceed to the center span of the Buckman Bridge and then comply with the tower's instructions for pattern entry.

e. WHITEHOUSE ONE (NIP TO NEN). Depart NAS Jacksonville and proceed to the west end of the Buckman Bridge, arriving at 500 feet AGL. Turn west and follow I-295 to the intersection with I-10. Contact Whitehouse for pattern entry. If Whitehouse is not operating, then contact Navy JAX Tower. Track 300 from the I-295/I-10 intersection.

f. JAX TWO (NEN TO NIP). Depart OLF Whitehouse at 500 feet AGL on a heading of 110 to intercept the railroad tracks and power line slash southeast of the field. Track 090 along the railroad tracks, climbing to 1000 feet MSL upon reaching I-295. At I-295, track 150 toward Point Sadler. Contact NAS Jacksonville

Jacksonville Tower at five (5) miles and descend to 500 feet AGL only after crossing the west-bank of the St Johns River. Report "Point Sadler, inbound" for landing instructions.

g. OLF WHITEHOUSE TWO (NRB TO NEN). Depart Mayport to the west along the north bank of the St. Johns River at 500 feet AGL. Contact Craig Tower for clearance east to west through Craig's airspace. Pass north of the Dame's Point Bridge. Continue west along the north bank of the Trout River, crossing the Trout River Bridge (I-95, the western bridge) on the northern side. Climb to 1000 feet MSL and track 255 until crossing I-295. Contact Whitehouse or Navy JAX Tower and proceed 260 inbound, descending to 500 feet AGL.

h. MAYPORT TWO (NEN TO NRB). Depart OLF Whitehouse at 500 feet AGL on a heading of 110 to intercept the railroad tracks and power line slash southeast of the field. Track 090 along the railroad tracks, climbing to 1000 feet MSL prior to reaching I-295. At I-295, track 060 to the southern end of the Trout River Bridge (US-17, the eastern bride). Turn and track east along the southern bank of the Trout River, descending to 500 feet AGL. Intercept the St. Johns River and turn east along the southern neck, contacting Craig Tower for clearance through Craig airspace. Pass south of the Dame's Point Bridge. Continue east, contacting Mayport Tower for pattern entry.

i. BLANDING ONE. Depart NAS Jacksonville and proceed to the west end of the Buckman Bridge, arriving at 500 feet AGL. Fly south along the western edge of the St. Johns River until reaching Doctors Lake. Turn southwest and fly down the center of Doctors Lake at 500 feet AGL. Approaching the south shore of Doctors Lake, begin a climb to reach 1000 feet MSL prior to crossing the south shore. Track 240 towards Kingsley Lake. Reaching Blanding Boulevard. follow it to the intersection of State Road (SR) 215. Take the western fork and follow SR-215. Reaching the church, report "Oak Grove, Inbound" to Blanding Range Control. At the intersection of SR 16, descend to 500 feet AGL and turn west remaining on the north side of the road and continue until the skid strip is in sight. Contact Blanding Skid Strip prior to pattern entry.

j. BLANDING TWO. Depart Mayport using a JAX ONE departure reaching Julington Creek, descend to 500 feet AGL and fly across

the St. Johns River to Doctor's Lake and continue to Camp Blanding using a BLANDING ONE departure.

k. MAYPORT THREE. Depart the skid strip to the east, remaining south of SR 16, climbing to 1000 feet MSL. Report your departure to Blanding Range Control and continue east on SR 16. At Penny Farms, track 050 to the east edge of the peninsula formed by Doctors Lake and the St. Johns River being cautious of the radio tower. Once over the St. Johns River, maintain 1000 feet and fly to the Julington Creek Bridge. Over the bridge, turn to fly to the intersection of Old St. Augustine and I-295 and continue with the Mayport One course rules.

l. JAX THREE. Depart the skid strip to the east, remaining south of SR 16, climbing to 1000 feet MSL. Report your departure to Blanding Range Control and continue east on SR 16. At checkpoint Penny (intersection of SR 16 and SR 21) report clear to Blanding Range Control. At Penny Farms, track 050 to east edge of the peninsula formed by Doctors Lake and the St. Johns River being cautious of the radio tower. Descend to 500 feet AGL over the river and call Jacksonville Tower. Proceed to the center of the Buckman Bridge for pattern entry.

1604. Authorized Helicopter Training Areas

a. AREA ONE. Water Bird area: This area will be used during daylight hours only Monday through Friday. The area depicted on figure 16-1 is designed for actual aircraft water landings and water taxi practice.

b. AREA TWO. SAR Training Area. The area depicted on figure 16-2 will be used daylight hours only Monday through Friday. It is designed as a search and rescue Aircrewman training area and it is mandatory that a Navy boat be in close proximity during all operations for safety purposes.

NOTE: All operations in the above areas shall be conducted so as to remain well clear of the navigable river channel and clear of all civilian boat traffic. Additionally all aircraft must maintain communications with NAS Jacksonville Tower.

c. W-158E/F. While all FACSFACJAX controlled Warning Areas are normally available for use, W-158E and W-158F have been established to provide airspace for helicopter training activity.

FACSFACJAX has delegated control authority for W-158E/F to NAS Mayport. All fixed wing and helicopter traffic desiring to transit W-158E/F, with the exception of aircraft carrier operations, shall contact NAS Mayport for flight following. Aircraft carrier traffic shall contact SEALORD prior to entering W-158E/F. Units desiring to conduct hazardous activities, i.e. live firings, shall schedule and receive prior approval for such activities from FACSFACJAX.

1605. HELICOPTER CSAR LOW LEVEL TRAINING ROUTES/NVG OPERATIONS AT PINECASTLE TARGET COMPLEX AND RODMAN TARGET

a. Combat Search and Rescue Low Level Helicopter Training Routes.

(1) These routes comply with maximum noise abatement and environmental impact criteria and have been coordinated with the FAA. Altitudes/Airspeeds shall be maintained at all times in accordance with paragraph 1605.a.2 of this instruction, being careful to avoid obstructions, population concentrations and airport traffic areas. Route width is one mile either side of centerline. All routes are flown one-way and shall be flown in the same direction starting at each Ingress Point.

(2) Altitude/Airspeed restrictions. Minimum altitude and maximum airspeed limits during CSAR training flights shall be as specified in the applicable NATOPS Flight Manual or COMNAVAIRSYSCOM Clearance and absolutely no lower or faster than indicated below:

(a) VFR navigation off established low level navigation routes: 500 feet AGL.

(b) Established low-level navigation routes and low-level operating areas: 200 feet AGL/Airspeed varies.

(c) Contour flight: 100 feet AGL/Airspeed varies.

(d) Published Nap-of-the-Earth (NOE) navigation routes and training areas: Ground-speed no faster than height above ground with exception of dashes in open area up to thirty (30) feet AGL/70KGS.

(3) RED ROUTE

Checkpoint	LAT/LONG	Identification
IP	N295400/W813730	Clarke's Creek Inlet on St. Johns River
CP1	N295230/W0814430	2 lakes
CP2	N2946045/W0814145	Isolated bridge over Creek
CP3	N294115/W0815300	Lake Grandin
CP4	N294030/W0815906	Intersection of dirt roads in swamp
CP5	N293630/W0820140	T intersection of State Roads 21/20
CP6	N294700/W0820700	Circle pond
CP7	N295100/W0821600	Isolated bridge
CP8	N295630/W0821200	NW corner of Lake Sampson
CP9	N300230/W0820345	Mine dump

(4) ORANGE ROUTE

Checkpoint	LAT/LONG	Identification
IP	N293630/W0820140	T intersection of State Roads 20/21
CP1	N292730/W0820350	Bridge at dead end road
CP2	N292240/W0815352	Eureka Dam
CP3	N291810/W0815230	Influx of creek into west end of Mud Lake

** NOTE: The Orange Route is to be used only as a feeder route into R-2906/R-2910. Check Point 5 on the Red Route is the same as the Ingress Point on the Orange Route.

(5) BLUE ROUTE

Checkpoint	LAT/LONG	Identification
IP	N300630/W0812210	On top of Intercoastal Waterway
CP1	N295725/W0813240	Bridge over Six Mile Creek & St. Johns River
CP2	N295135/W0813315	Inlet north of Tocoi
CP3	N294339/W0812347	Bend in road State Road 206 – crop dust airfield 2 miles to west of CP3
CP4	N293258/W0811958	Pond on isolated cobblestone road and power lines 2 miles south crossing road along with a lighted tower antenna. *Power line one (1) mile to SW of CP4 not on map.
CP5	N292300/W0812425	Pointed end of lake on NE border
CP6	N292245/W0813055	T intersection on west side of Hwy 17
CP7	N292550/W0813615	T intersection on Hwy 308

(7) PURPLE ROUTE

Checkpoint	LAT/LONG	Identification
IP	N303108/W0815615	Dirt road – R/R tracks parallel road

CP1	N303622/W0815952	Y intersection of State Roads 108/121
CP2	N304055/W0820155	T intersection – logging area - mobile home at T intersection
CP3	N304800/W0815300	Y intersection of creek
CP4	N305515/W0815734	Y intersection w/dirt road on the SE side
CP5	N305630/W0815355	Road bridge over Satilla River
CP6	N304900/W0814000	I-95 & railroad tracks
CP7	N303740/W0812910	Bridge NW of Fernandina Airport

(7) BLACK ROUTE

Checkpoint	LAT/LONG	Identification
IP	N303050/W0812725	Bridge over water
CP1	N303430/W0813630	Bridge over river
CP2	N303745/W0813420	Bridge over creek
CP3	N304150/W0814150	Railroad and intersection
CP4	N304350/W0815345	Bridge over creek
CP5	N303815/W0815305	Railroad bridge over creek
CP6	N303720/W0814645	Railroad bridge over creek
CP7	N302740/W0814925	R/R and road intersection

(8) BROWN ROUTE

Checkpoint	LAT/LONG	Identification
IP	N302415/W0814910	90 degree bend in road
CP1	N302315/W0815610	T intersection in road
CP2	N303115/W0820620	T intersection in road
CP3	N302625/W0821640	Road bridge over creek
CP4	N302410/W0821345	Road bridge over creek
CP5	N301650/W0821715	Y intersection in road
CP6	N300730/W0821755	Pond
CP7	N300120/W0821505	90 degree bend in road
CP8	N300115/W0820905	Y intersection of State Road 16

(9) Communications. All aircraft shall call entering the initial point and all subsequent checkpoints along the navigation routes, along with their altitude, on 268.9 MHZ, the HS-1 tactical frequency.

CHAPTER SEVENTEEN

NORTHERN RIGHT WHALE PROTECTIVE MEASURES

1701. Situation

The Navy, in conjunction with the National Marine Fisheries Service, has adopted certain measures to minimize the potential for impact between naval units and the highly endangered Northern Right Whale (NRW). FACSFACJAX has been tasked to coordinate the implementation of CINCLANTFLT directed Northern Right Whale protective measures within the JAX/CHASN OPAREAS and Warning Areas. These measures apply to all ships, submarines and aircraft, which operate in these areas. Compliance will enable FACSFACJAX to provide units with the best possible information upon which to make sound operational judgements to carry out mission requirements and minimize interaction with this endangered species. The NRW inhabits the coastal waters of Georgia and North Florida between 1 December and 31 March annually. If deemed necessary CINCLANTFLT can begin season early or extend the season based on NRW activities. During this period, known as NRW calving season, certain restrictions are placed upon naval operations in the JAX/CHASN OPAREAS.

1702. Critical Habitat and Associated Area of Concern

The area from 3115'N to 3015'N extending from the coast out to fifteen (15) NM and the area from 3115'N to 2800'N extending from the coast out to five (5) NM is known as the critical habitat (CH). In addition to the CH, the Navy has adopted an Associated Area of Concern (AAOC), which is a five (5) mile buffer zone around the Critical Habitat. All restrictions set forth in the chapter apply to the Critical Habitat and Associated Area of Concern.

1703. Clearance into OPAREA

During the NRW calving season, ships will not be granted blanket OPAREA clearance for ISE transit (1-33, A-Z). Instead, ships will be given the following clearance: 1-33, A-Z, less the following areas: 19-30, A-C and 31-33 A-E (these excluded grids encompass the critical habitat and AAOC). For clearance into these excluded grids, ships must contact FACSFACJAX and specifically request clearance. The only operations permitted

within the CH and AAOC are precision anchorage, SESEF calibration, and swept channel exercises. All other exercises must be conducted outside of the CH and AAOC. When transiting the CH and AAOC, ships must do so only in an East/West direction, North/South transits of the CH and AAOC are not permitted.

1704. Surface Ordnance Exercises

During the calving season, Gunex area AA is permanently closed. All surface gunnery exercises will be conducted in areas BB and CC, and will be fired in an easterly direction. Area CC is defined as the area encompassed by the following four coordinates: 3045N2-07940W0, 3037.5N8-07940W0, 3045N2-08010W9, 3036N2-08010W9. Only inert ordnance is to be used during the calving season. All units are required to report COMEX, FINEX, and number/type of rounds expended to BRISTOL Control via fastest means available.

1705. Air Dropped Ordnance

Aircraft are to use area 31J for all air dropped ordnance. Air dropped ordnance will not be dropped until after the range has been visually cleared. Release of ordnance through cloud cover is prohibited. Release of live ordnance within five (5) NM of an NRW is prohibited. Aircraft are required to report COMEX, FINEX, and number/type of ordnance expended to SEALORD. During the calving season, inert ordnance should be used whenever possible.

1706. Reporting Requirements

All units are required to report any whale sightings to FACSFACJAX via voice communications or quickest means available. Reports should include the following information:

1. Date/Time
2. Lat/Long
3. Direction of movement
4. Number of whales
5. Description of whales (i.e. adult or calf)
6. Source of sighting (own unit or from another unit)
7. POC name and phone number if relayed from civilian

1707. Information provided by FACSFACJAX

All units operating within the JAX/CHASN OPAREAS must ensure that the FACSFACJAX broadcast SID 199 is in their OTCIXS guard list. All NRW sightings will be reported to the fleet via OTCIXS (submarines will receive this information through COMSUBGRU Ten). For all sightings, FACSFACJAX entries consist of “NRW” followed by year (fiscal) and a three-digit serial number. For each sighting, an OPNOTE containing locations and details will be broadcast. For up-to-date sighting information, ships should contact BRISTOL Control at DSN 542-2004/2005, prior to getting underway from Mayport.

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